THE SIEGES OF PARIS.

U militued from the First Page. g umcar, among others, were sat fire to and consumed by the besiegers. Near the village of Chanteloupe twelve thousand persons, men, women, and children, had taken refuge in a church which the English burned. It is said that not three hundred escaped. The city itself was in the greatest distress. The English army was withdrawn towards the Loire, with the promise of a speedy return at the time of vintage. But in May, 1361, the English king made peace on receiving Aquitaine and a ransom of three million gold crowns for King John, who had been taken prisoner, six hundred thousand to be paid before the English army left Calais. This treaty was received with the greatest joy by the Parislans, but was not so well thought of by the inhabitants of the levied towns and provinces.

THE FRENCH THEMSELVES THE BESIEGERS.

In the reign of Charles VII happened the devastating wars between the French on one side. and on the other the allied English, Burgundians and Armagnaes. Then Joan of Arc, after she had saved Orleans, had been forced to march upon Paris in August, 1430, for the purpose of raising the siege. She was successful in carrying part of the works, but was wounded in the attack. The effort to raise the siege was unsuccessful, and Joan was herself soon after burned alive. In April, 1436, Breton, Constable of France, Count de Richmond, and the brave Dunois wrested Paris from the English, and put the garrison of the invaders to death.

CHARLES THE BOLD BESIEGING THE CITY. Then again Paris had a season of peace of thirty-nine years duration until the year 1465, when Charles the Bold, Duke of Burgundy, then called the Count of Charolois, surrounded the city for the purpose of making terms with his enemy, Louis XI. The investing army was said to number about one hundred thousand men, and consisted of German cross-bow men, Neapolitan horsemen, and Swiss halberdiers. The citizens at first hesitated about accepting an armistice, but while they were still undeelded their king, Louis himself, found his way into the city with over two thousand men 'and numbers of the Normandy nobility. This gave fresh heart to the besieged, who made frequent sallies upon the enemy. The siege not being perfect, the rivers having been left open, provisions were easily supplied, and were very plentiful. There was considerable fighting and cannonading in and near the city for a time, when the Freuch king agreed to a compromise; Louis, for the sum of two hundred thousand golden crowns, agreed to give up to the duke the fortresses of Amiens, Abbeville, and others in the Somme.

Peace had hardly been declared before there was again trouble and a want of agreement between the two monarchs, and in the same year the Burgundians were again before Paris. They tried to surprise the gate of St. Denis, but being unsuccessful, cannonaded the town. Louis gained a temporary advantage over the vanguard of the enemy, but the war was again brought to an end by concessions of money and territory from the French. During this siege the Burgundians unmercifully cut down the vines in many of the vineyards in the vicinity, and did much damage generally. The streets of Paris were barricaded with immense chains, It is estimated that there were not more than about one hundred and fifty thousand people in the city at this time.

THE PRENCH KING BESIEGING HIS OWN CAPITAL. Henry IV of Navarre, after gaining his great victory at Ivry over the leaguers and Spaniards, surrounded Paris with his army, with the intention of gaining possession of the city to which he was justly entitled, and from which he was excluded by his opponents under the Duke de Nemours. On a dark night attacks were made upon the outposts in twenty different places. Henry himself sat in the Abbey de Montmartre listening to the cannonade and watching the flames which were soon visible in every direction. The supplies of the city were entirely cut off by these efforts, but the place was well defended. The inhabitants suffered all the extreme pangs of hunger, thirty thousand having died in a month's time from starvation. Mothers were said to have led upon their children. A Spanish Ambassador in the city recommended the inhabitants to dig up dead bodies and pound the bones into a kind of dough, to be used as food, which advice was followed, although this kind of diet generally produced

the death of those who practised it. The hungry inhabitants fought with fury. Even the monks put on armor over their frocks and fought beside the citizens. The city could never have held out had the siege been continued perfect, but provisions were allowed to pass in exchange for luxuries of clothing which the investing soldiers coveted. Henry finally raised the siege and retired. He however bought the capital in 1594 from the Governor, Count de Brisac, for one million six hundred and ninetyfive thousand four hundred livres. The troops were admitted to the city by a private way, but were obliged to fight for possession. The cannon on the ram; arts were turned upon the city. Resistance was made by some Gorman soldiers and by the people in the University quarter, but these were soon overpowered. The leaguers and Spanlards were expelled and told by the king himself, as they were leaving, never to

THE SURGE BY THE ALLIED EUROPEAN POWERS. In 1814 occurred a siege of the city of more importance than any which had preceded it. It was at the time when nearly all the European powers, including England, were arrayed against the French army of Napoleou. That portion of the French army commanded by Marmont and Mortier baving met with some rgverses, fell back upon the city, pursued by the allied army, which approached by three separate routes. The delenses of the city were then not good. There were two hundred causion at the heights of Vincennes, but they were not mounted. There were no barricades in the streets. and only about six thousand of the National Guard were supplied with muskets among an entire number of thirty thousand. There were redoubts before the gates, but they were weak and without moats. The actual soldiers did not amount to over twenty five thousand men.

The allies determined to storm the place by way of the right bank of the Seine. There were to be three simultaneous attacks, one on the east with fifty thousand men, one on the south with thirty thousand Germans, and one on the north by the English under Blucher.

The Russians gained the first advantage and captured Romainville, but they wer: driven back by Marmont with 1200 men. The battle was general, and was hotly contested at every point, but the numbers of the enemy overpowered the French. At a crisis in the fight the French soldiers were cheered by the news that Napoleon himself was almost in sight with an army of six hundred thousand men; but this

It was found was a heartless lie. After hard and | continued fighting, Marmont, seeing that his army was of no avail against such overwhelming numbers, and unwilling to see the city destroyed in a defense which was useless, made terms with the enemy and surrendered. The fight was of only one day's duration, but the total loss was 16,000 men.

This was the last slege of the city previous to the present one which has just terminated so unfavorably to the French. The city during the late siege was incomparably stronger than it ever was before, and the power of the enemy was increased in proportion. But the power of starvation is always the same no matter what the strength of the fortress, and to this aid is to be attributed in a great measure the present downfall.

ST. ANGELO.

Among the massive remains of imperial Rome, one of the most imposing is the ancient Mausoleum or Mole of Hadrian, now known as the Castle St. Angelo. It stands on the site where once were the gardene of Domitia, overlooking the undulating plains of the Campagna in its rear, and stretching out its longcovered corridor to the Vatican. Poised on its summit, and dark against the blue Italian sky, towers the bronze figure of the Archangel Michael, as if he had just alighted with outspread wings and floating mantle, and paused there in the act of sheathing his sword. Beneath it flows the Tiber, in whose tawny and troubled waters it had cast its wavering reflection for nearly eight een centuries. There, standing apart from all other buildings, it lifts its battlemented towers and bastions like a guard or a menace to the closely-built city lying across the river before it, and challenges every passenger who, crossing the Ælian Bridge, passes before it on his way to the great Basilica of St. Peter. The bridge has changed its name as well as the Mausoleum, and is now called the Ponte St. Angelo. The statues of gods and heroes placed there by Hadrian have disappeared, and on their pedestals stand the sculptured saints of Bernini, fantastic in their draperies and grotesque in their attitudes, but picturesque in their general effect. The funeral processions, which in the great days of Rome bore the ashes of her pagan emperors across that bridge to the sounding chambers of the mighty Mausoleum, have vanished, and a motley Christian crowd now passes over these ancient arches, through which the swift river has whirled its turbulent current for so many generations; swift, like the river of time; turbulent, like the history of the place; fleeting, never to return, like the generations that have passed.

What a change has come over men and things since first the stones of this great Mausoleum were laid! Could they speak, however, how terrible a history they might reveal of human baseness, tyranny, hypocrisy; of human arrogance and misery; and, let us hope, somewhat too of noble endurance. of heroic patience, of uncorrupted virtue and patriotism! Within those walls what crimes have been committed, what agonies have been endured? Without those what tumult of seething battle, what clashing of arms and shricks of pain and fury, what glaring of wild flames, what raging of wilder passions wreaking themselves in murder, rapine, and horrors without a name? In its secret cells popes have been strengled, starved, and sent to a bloody end; philosophers and thinkers have perished, vainly struggling against bigotry and superstition; patriots have fought and died for liberty. On the foul walls of its dungeons artists and poets have scrawled their names, their verses, and their pictures, longing for the light of day; beauty and youth have perished in the dark, vainly praying for help; innocent men have falsely confessed crimes under the torture of the rack. In its frescoed halls emperors and popes have held their courts, and banqueted and trampled on the rights of man; and the ashes of emperors have filled the vases of its sepulchral chamber. The silent statues which gathered once around its colonnades and looked upon the glory and pageant of ancient Rome, saw also the storm and fury of barbarian battle, ann the desolation by the Goths, before thad were toppled down upon the heads of ey infuriated soldiery. These walls, too, have seen the dreary processions of the plague pass under them. They have shaken with the awful heave of the earthquake and the sudden explosion of powder. They have been the silent witnesses of the history of the Church in its blackest moments and at the zenith of its pride and power; and they still stand, a

part of the present as of the past. THE TRIAL BY JURY.

The word jury denotes, in short, an institution so commonly known and so sacredly regarded as a sort of palladium of British liberty-namely, trial by jury-that we shall say a word or two concerning what is known of its origin among us. Perhaps we should rather say that our remarks would take the form of a speculation about the origin and growth of trial by jury; for of the early history of this method of deciding disputed questions of fact, very little is known accurately. In our research, we soon get into the far-back ages of fog and mist, where history gropes her way with faltering and uncertain step. There is, in fact, no means of discovering when trial by jury began in England. Juries sat to try cases in Henry II's time. Now what were Henry Il's juries like? It is a matter of the purest conjecture. We cannot say, and we cannot find out. The growth of trial by jury has probably been a gradual process. Its origin was, with little room for doubt, as follows:- In the early times of our own bistory a small number of men lived together; they constituted a tithing, or a larger number a hundred. Now these names have no sensible meaning, if we regard their ancient meaning. They denote merely the limits of topographical boundaries, the space within those limits. Then they really meant an association of ten families in a tithing, or a hundred families in a hundred. A man committed a crime in a hundred, say. He wishes to purge himself of his imputed guilt. His jury, by whom he was tried, were the men of his own hundred. They knew every act of his life—his incoming, his outgoing, his innocence or his guilt; they constituted the jury by which he was tried; and the peculiarity of their case was that they tried the cause, having a complete previous kno-ledge of all the facts. Herein lies one difference between our anand our modern jury. While cient the jurors of early times possessed a full knowledge of all the facts of the case, the modern twelve-"good men and true"are men caught hap-hazard in the streets; we may say, men who are supposed to be perfectly innocent of any knowledge of the facts of the case they are to try until they hear the evidence. After hearing that evidence they tell the judge what they think about it. It

England; and in the last century a celebrated judge said it was one of the highest feats of constitutional government to get twelve honest men into a jury-box. is thus established that a modern juror is the very opposite of the old juryman; for the one entered upon a trial, in all cases, with a knowledge of the facts of the case; the other, as a rule, knows nothing of them until they are disclosed in evidence. And this knowledge possessed by the old jurors was a matter of necessity. Take the case, for example, of a small village nowadays. Everybody knows everybody's else's business, and if the men of the village tried the criminal themselves, ignorance of facts and freedom from prejudice would be alike impossible. - Once a

THE INFLUENCE OF THE DRAMA. Appleton's Journal says:-The recent refusal of a clergyman in this

city to permit the funeral of an actor to take

place in his church has revived, in some quarters, a discussion of the moral influence of the theatre. The arguments advanced are not new; but the truth now, as at all times, is neither on one side nor the other of the question, but embraces a large share of all that is advanced both in favor of the theatre and sgainst it. The theatre, like almost all social institutions, is complex; it is a varied and mixed thread of good and evil, and only careful analysis can determine whether its influence upon society has been, as a whole, favorable or not. The same difficulty exists as to many other things. There are people who condemn fiction, and can advance good reasons for their opposition to it. There are others, but not so many, who question the advantage of poetry, or any of the forms of refined or imaginative literature. Art, in many of its forms, does not escape the severe analysis of the moralist, nor does music, excepting for religious purposes, meet the approbation of purists. It is possible for a powerful and to some minds a convincing train of arguments to be advanced against all these things which serve to warm the imagination, excite the emotions, and relax the mind. A people wholly devoted to such refined pleasures as art, poetry, and music, would soon lose all its robustness of character, and become degenerate, effeminate, and contemptible. But, on the other hand, a people wholly insensible to pleasures of the imagination would be dull and brutal. It is sometimes the pleasure of a poet to imbgine an Arcadian people in whom innocence, gentleness, and ignorance are united-people with pure thoughts, simple hearts, and kindly natures, who remain in ignorance of the sin and ambitions of life But Arcadian peoples exist only in poetry. Without those refinements that come of civilization men are never innocent, gentle, and pure. Whatever injury art, poetry, music, and other products of the imagination may cause when attaining too large a place in our civilization, these things are absolutely necessary if a people are to be other than rude and stupid. These are truisms, perhaps; but it is necessary to state them, in order to show in what spirit and with what understanding the influence of the drama is to be discussed. That certain evils are to be traced to the theatre is no argument against it. So can certain evils be traced in every one of our iqstitutions. Many a mind has become effeminate, weak, and worthless, under novel reading; but so has many a mind been sweetened and humanized by it. Poetry will greatly elevate the imagination; but a surrender of the whole nature to the sweet and dulcet strains of the verse-maker would soon render one luxurious and effeminate. Fine paintings give a glow and delight to the mind; but he who is greatly enamored of colors and ideas in color is apt to become sensuous and weak. Let the drama take its equal place among the arts. Let its excesses be watched and confronted, just as all other excesses are; but these excesses should blind no one to its mission. It has, in its time, been illuminated by great lights. It has shed lustre over many periods in history. It has been, in certain epochs, almost the sole instructor of the people. It has, just like all other arts, struggled through its sloughs of despond, fallen sometimes into wrong paths, and been used for Lad ends. But it was one of the earliest aids by which men advanced from barbarism to civilization, and, without it and its kindred arts, culture and taste would be unknown. As to the conduct of the divine to which we refer in the opening sentence, it is scarcely worth while, at this late hour, to add our voice to the general indignation. The cousure which it has received seems entirely deserved. It is marvellous, indeed, that any one should be moved to deny to the remains of a man who all unite in declaring had led a blameless life. the last rites which are even extended to malefactors. By this unwise act, a good as man's memory was ontraged, a large body of worthy people were insulted, many hearts, no doubt, hardened against religion, and the fair name of Christianity was defamed.

THE LAND OF FLOWERS,-Florida-by far the largest and most accessible of our Atlantic States, the first among them to be settled by Europeans-remains to this day the most sparsely peopled. With a coast line of over five hundred miles on the Atlantic, and over six hundred miles on the Mexican Gulf, with several good harbors and considerable inland navigation, she kas hardly more inhabitants than square miles. Yet her natural attractions are certainly considerable. Her climate is semitropical, yet not excessively hot, being modified by breezes from the ocean and the gulf. Her timber is more abundant and accessible than that of any other State, while game and fish are nowhere else so abundant. Her soil is of unequal value, but much of it is decidedly fertile. It is too soon by many years to talk of draining her rich swamps; but very much of what seems to a casual view but white sand is really composed of minute marine shells, and produces large erops at a moderate cost. For the growth of fruits she cannot be surpassed. Oranges of fine quality are produced in great abundance and at a good profit, though frost sometimes destroys fruit and tree together. Lemons, limes, peaches, figs, grapes, pomegranates, olives, blackberries, thrive admirably. Horned cattle, sheep, and swine thrive and multiply on the wild grasses with little feeding and less care. Very large herds of cattle have cost their owners little besides the trouble of marking the calves so that they may be identified. Some raisers have each twenty-five thousand head or thereabout, and are rapidly enriching themselves by pasturing stock on everybody's land. The Confederate armies were largely supplied with beef from these megnificent herds. Whenever Florida shall be systematically cultivated, even in part, her cultivators will derive great advantage from the early maturing of their crops. Berries, fruits, vegetables, will be sent by daily lines of steamers to every great seaboard city menths before those of the North will be ready for market. New potatoes in May, and fresh grapes in July, will command prices has not been for so very long a period that | far exceeding those paid three mouths afterthe fear of a packed jury has coased in wards.

CURE FOR DRUNKENNESS. The following, from a physician who has made the cure of inebriates a special study, is well worthy of consideration: -

A statement has been going the rounds of the papers, and has even found its way into temperance journals, to the effect that drunkenness can be cured by satiating the appetite of the drinker with whisky; and to do this it is recommended to cook his food in whisky. to mix his coffee and tea with it, and not allow him to even have water without the addition of the stimulant. The theory is that he becomes disgusted with the taste and even odor of the intoxicant, and loathes it to such a degree that he will never taste it again. The fallacy, to say nothing of the danger, of such a course must be apparent to every one who thinks intelligently upon the subject. Every inebriate who has had anything like an ordinary experience with the article knows that in the decline of a debauch among the first symptoms of recovery is a nauseating disgust for liquor. He wants anything but whisky. If he will let his debauch run its course, drink as he pleases, and subject himself to no restriction or restraint, he will come to a stop by sickness. He cannot retain his accustomed stimulant: he rejects food, and is threatened with exhaustion and perhaps delirium. When he is nauscated, disgusted, he ceases to drink and allows nature to recover herself again, so that he can take food and regain his strength. This is the experience with almost every debauch, and yet he continues from time to time to indulge, notwithstanding the sickening process.

From a moral standpoint, we do not see how temperance men can reconcile such a course with convictions of duty. The doctrine of total abstinence is the doctrine of safety, and we do not believe the morality of urging men to protracted drunkenness, nav. of confining them and compelling them to remain drunk for any length of time, can be justified. There are no institutions for the treatment of inebriates in this country where such a practice is permitted, and we are surprised to find advocates of total abstinence supporting such a dangerous and immoral

THE MOABITE STONE. - This curious relie of antiquity was the subject of a paper recently read in the department of Ethnology and Anthropology of the British Association. The auther of the paper, Rev. C. D. Guisbert, says that this stone dates back nine bundred years before Christ, and that the inscriptions are more ancient than two-thirds of the Old Testament books. Out of fifteen Mosbite cities mentioned in the Old Testament, the names of eleven are to be found on the stone. From the inscriptions, Dr. Guisbert had arrived at the conclusions that the Moabites had attained a high degree of civilization, and were superior to the Israelites in military ability. He was also of the opinion that our alphabet was derived, through the Greeks and Romans, from the Moabites. He also contended that, at the period indicated by the inscriptions, an organized temple service existed among the Israelites living ont of Palestine, and that the service was analogous to that of the Moabites. He also stated that the word "Jehovah" was in common use among the Israelites nine hundred years before Christ, although afterwards it was considered too sacred to be named. Dr. Rawlinson, in the discussion that followed, objected to the conclusions of the paper, and ttributed to the Phoenicians the marit

DENNSYLVANIA CENTRAL RAILROAD.

discoveries claimed for the Moabites.

AFTER S. P. M., SUNDAY, JANUARY 1, 1879.
The trains of the Pennsylvania Central Ralifond
leave the Depet, at THIRTY-FIRST and MARKET Streets, which is reached directly by the Marhet street cars, the last car connecting with each train leaving Front and Market streets thirty minutes before its departure. The Chesnut and Walnut streets cars run within eac square of the

Depot.
Sleeping-car tickets can be had on application at the Ticket Office, N. W. corner Ninth and Chesnut streets, and at the Depot.
Agents of the Union Transfer Company will call for and deliver baggage at the depet. Orders left at No. 901 Chesnut street, or No. 118 Market street, will receive attention.

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Sunday Train No. 1 leaves Philadelphia at 8-43 A. M., arrives at Paoli at 9-70 A. M. Sunday Train No. 3 leaves Philadelphia at 6-40 P. M.; arrives at Paoli at 7.40 P. Mt. Sunday Train No. 1 leaves Paoli at 6.50 A. Mt.; arrives at Philadelphia at 8:10 A. M. Sunday Train No. 2 leaves Paoli at 4:50 P. M.; arrives at

Philadelphia at 5 10. Cincinnati Express Philadelphia Express 7 to A. M. Erie Madi 7 to A. M. Paoli Accommodatin, 8 20 A. M. & 8 to & 8 to P. M. Paolf Accommodatin, 820 A. M. 900 A. M. Parkesburg Train . 960 A. M. Fast Line and Buffalo Express . 960 A. M. 1220 P. M. Erie Express Lock Haven and Elmira Express Pacific Express outhern Express . farrisburg Accommodation Paoli Accommodation, No. 4 . For further information apply to JOHN F. VANLEER, Ju., Floket Agent.

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The Fennsylvania Railroad Company will not assume any risk for Baggage, except for Wearing Apparel, and limit their responsibility to One Hundred Dollars in value. All Baggage exceeding that amount in value will be at the risk of the owner, unless taken by special contract.

A. J. CASSATP,
General Superintendent. Altoons, Fa.

THE PHILADELPHIA AND BALTIMORE CEN-THAL RAILHOAD. CHANGE OF HOURS. On and after BIONDAY, October 8, 1870, trains will run as follows:—
Leave Philadelphia from Depot of P. W. & B. R. R., corner of BROAD Street and WASHINGTON Ave-

For Port Deposit at 7 A. M. and 4:00 P. M For Port Deposit at 1 A. M., and 4 50 P. M. For Oxford at 7 A. M., 4 50 P. M., and 7 P. M. For Oxford on Saturdays only, at 2 50 P. M. For Chadd's Ford and Chester Creek Rallread, at A. M., 10 A. M., 4 50 P. M. and 7 P. M. Satur-ays only, at 2 50 P. M. Trein leaving Philadelphia at 7 A. M., connects at Oxf. Deposit with train for Baltimore. Port Deposit with train for Battleiore.
Trains leaving Philadelphia at 19 A. M. and 4:30
P. M. connect at Chadd's Ford Junction with the

Wimington and Reading Railroad.

Trains for Philadelphia:

Leave Port Deposit at 5-25 A. M. and 4-25 P. M., on arrival of trains from Baltimore.

Coxford at 6-25 and 10-25 A. M. and 6-23 P. M. Sundays at 5-24 P. M. and 6-23 P. M. Sundays at 5-24 P. M. Sundays at 5 days at 5:50 P. M. only. Chudd's Ford at 7:26 A. M. 11:28 A. M., 3:20 P. M. P. M. Sundays at 640 P. M. only. HENRY WOOD, General Superintentient. and 549 P. M.

RAILROAD LINES.

DHILADELPHIA AND READING RAILROAD De pot, THIRTEENTH and CALLOWHILL Streets, Until further notice trains will Leave and A rive as follows:

Road'g. Allent'n Way 7:30 Pottstown Accom..... 9:15 Harrisb'g. Potts'e Ex 8:15 Read'g & Pottsv'e Ac. 10:29 Harrisb'g&Potts'e Ex 1 00
P. M. P. M. Parrisb'g&Potts'e Ex 1 00
Pottstown Accommo. 4 00
Read'g& Pottsv'e Ac. 4 45
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To Heading. Soo
ON SUNDAYS. A. M.
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From Potts Vision Ac. M. P. M. From Pottsville.....12 85

To Potisville, B-15 The Sunday trains connect with similar trains on the Persiomen and Colebrookdale Railroads.
For Downingtown and points on Chester Valley
Railroad, take 7-20 a. fb., 12-20 noon, and 4 p. m.

Railroad, take 7:30 a fh., 12:30 noon, and 4 p. m.
For Schwenksville and points on Per-klomen Railroad, take 7:30 a. m. 12:30 noon, and 4 p. m.
For Mt. Pleasant and points on Colebrookdale
Railread take 7:30 a. m. and 4:00 p. m.
N. Y. EXPRESS FOR PITTSBURG AND WEST.
Trains leave New York at 9:00 a. m. and 5:00 p.
m., passing Reading at 1:55 and 10:00 p. m., connecting at Harrisburg with Pennsylvania and Northern
Central trains for Chicago, Cincinnati, Pittsburg,
Baltimore, Williamsport, etc.
Sleeping cars accompany these trains through be-

Sleeping cars accompany these trains through be-ween Jersey City and Pittsburg without change. Trains for New York leave Harrisburg at 3-10, 3-10, and 11-45 a. m., and 2-50 p. m. Additional train leaves New York for Harrisburg at 12 o'clock noon.

For particulars see Guide Books, which can be obsince at No. 511 Chesnut street, and at all stations,

without charge. Season, School, Milesge, and Commutation Tickets at reduced rates to be had of S. Bradford, Treasurer, No. 227 S. Fourth street, Philadelphia, or G. A. Nicolls, General Superintendent, Reading.
STREET CARS.—The Thirteenth and Fifteenth, and
Race and Vine streets, connecting with other lines. run close to the Depot.

Baggage collected and delivered by Dungan's Bag-

gage Express. Orders left at Depot, or at No. 225 S GERMANTOWN AND NORRISTOWN BRANCH.

GERMANTOWN AND NORRISTOWN BRANCH.

Depot. Ninth and Green.

Trains leave for Germantown at 6, 7, 8, 8%, 9-05, 19, 11, 12 A. M.; 1, 2, 2 30, 3-15, 3-45, 4-05, 4-30, 5-05, 5-35, 6, 6-30, 7, 8, 9, 10-05, 11, 12 p. m. Leave Germantown, 6, 6-55, 7-30, 8, 8-20, 9, 9%, 10, 11, 12 a. M.; 1, 2, 3, 3-50, 4, 4-35, 5, 5-30, 6, 6-30, 7, 8, 9, 19, 11 p. m. The 8-29 and 9-30 down trains, 2-30, 3-35, and 5-35 up trains, will not stop on the Germantown branch. On Sundays, leave at 9-15 a. m.; 2, 4-95. 7, 19-25 p. m. Leave Germantown, S-15 a. m.; 1, 3, 6, 9-45 p. m.
Passengers taking the 6-55, 9 a. m., and 6-30
p. m. trains from Germantown, will make close connection with the trains for New York at Inter-

ecction Station, CHESNUT HILL RAILROAD.—Leave at 6, 8, 10, 12 CHESSET HILL RAILBOAD.—Leave at 6, 8, 10, 12 a. ib.; 2 30, 3 45, 5 45, 7, 9 and 11 p. m. Leave Chesnut Hill at 7 10, 8, 9 10, 11 40 a. m.; 1 49, 3 40, 5 40, 6 40, 8 40 10 40 p. m. On Sundays, leave 9 15 a. m.; 2 and 7 p. m. Leave Chesnut Hill at 7 50 a. m.; 12 40, 5 40, 9 25 p. m.

FOR CONSHOHOCKEN AND NORRISTOWN.—Leave at 6, 7 20, 9, 11 95 a. m.; 130, 3, 4, 5, 5 30, 6 15, 8 98, 10.

FOR CONSHOHOCKEN AND NORRISTOWN.—Leave at 6, 720, 9, 1105 a. m.; 130, 3, 4, 5, 5 39, 615, 808, 10, 1145 p. m. Leave Norristown at 5 30, 625, 7, 745, 850, 11 a. m.; 130, 3, 450, 615, 8, 930 p. m. On Sundays, leave at 9 a. m.; 230, 4, 730 p. m. Leave Norristown at 7 a. m.; 1, 530, 9 p. m.

FOR MANAYUNS.—Leave at 6, 730, 9, 1105 a. m.; 100, 3, 4, 5, 800, 605, 808, 10, 1105

130, 3, 4, 5, 530, 645, 805, 10, 1145 p. m. Leave Manayunk at 6, 655, 750, 840, 929, 1130 a.m.; 2, 130, 5, 645, 830, 10 p. m. On Sundays, leave at 9 a. 30, 4, 7:30 p. m. Leave Manayuna at 7:30 a. m.;

120, 645, 930 p. m. Leave Manayuns at 130 a. m.; 120, 645, 930 p. m.

For PLYMOUTH,—Leave at 5 a. m. and 5 p. m.

Leave Plymouth at 620 a. m. and 230 p. M.

The 745 a. m. train from Norristown will not stop at Magee's, Eotts' Landing, Domino, or Schur's Lane, Passengers taking the 732, 935 a. m., and 630 p. m. traits from Ninth and Green streets will make close connections with the trains for New York at Intersection Station. York at Intersection Station. The S-30 a. m., 12:30 and 5 p. m. trains from New York stop at Intersection Station.

PHILABELPHIA, WILMINGTON. AND BAL-TIMORE RAILROAD.—
TIME TABLE.
COMMENCING MONDAY, NOVEMBER 21, 1819.

Trains will leave Depot, corner of Broad street and Washington avenue, as fellows:—
Way Mail Train at 8:20 A. M. (Sundays excepted),
for Baltimers, stopping at all regular stations.
Connecting at Wilmington with Delaware Railroad Line, at Clayton with Smyrna Branch Railroad and Biavyland and Delaware Railroad, at Har-rington with Junction and Breakwater Railroad, at Seaford with Dorchester and Delawars Rall-road, at Delmar with Eastern Shere Railroad, and at Sallsbury with Wicomico and Pocomoke Rail

Express Train at 11:45 A. M. (Sundays excepted) for Baltimore and Washington, stopping at Wil-mington, Perryville, and Havre-de-Grace. Conneets at Wilmingto : with train for New Castle. Express Train at 4 P. M. , Explays excepted), for Esitimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, New-port, Stanton, Newark, Elkton, North East, Charlestown, Perryville, Havro-de-Grace, Aber-doen, Perrynan's, Edgewood, Magnolis, Chase's and Stemmer's Run.

and Stemmer's Run.

Night Express at 11-80 P. M. (Daily), for Halthmore and Washington, stopping at Chester, idnwood, Claysent, Wilmington, Newark, Eliton, North East, Ferryville, Havre-de-Grace, Perryman's, and Magnolia. Passengers for Fortress Monroe and Norfolk will take the 11-15 A. M. train.
WILMINGTON TRAINS.

Stopping at all stations between Philadelphia and Wilmington. Leave Philadelphia at 11:00 A. M., 2:30, 6:00, ant 7:00 P. M. The 5:00 P. M. train connects with Dela-ware lastlroad for Harrington and intermediate

stations. Leave Wilmington 6:46 and 8:10 A. M., 2:00, 4:00, and 7:15 P. M. The 8:10 A. M. train will not stop between Chester and Fulladelphia. The 7:15 P. M. train from Wilmington runs Daily; all other ac-commodation trains Sundays excepted. Trains leaving Wilmington at 8 48 A. M. and 4 00

P. M. will connect at Lamokin Junction with the 7-90 A. M. and 6 30 P. M. trains for Baltimore Conral Railread. From Baltimore to Philadelphia.-Leave Baltimore 7-25 A. M., Way Maii; 9-35 A. M., Express; 9-35 P. M., Express; 7-26 P. M., Express.
SUNDAY TRAIN FROM BALTIMORE.

Leaves Baltimore at 125 P. M., stopping at Mag-nolis, Perryman's, Aberdeen, Havro-de-Grace, Per-ryville, Charlestown, North East, Eikton, Newark, Stanton, Newport, Wilmington, Claymont, Linwood, and Chester. ood, and Chester.
On Sundays, have Philadelphia for West Grove red intermediate stations at \$ 50 A. M.; returning, air West Grove at \$ 55 P. M.
Through tickets to all points West, South, and

thwest may be proqued at ticket office, No. 828 resunt street, under Continental Hotel, where State Rooms and Berthe in Sleeping Cars can be secured during the day. Persons purchasing tlokers at this office can have baggage checked at their residence by the Union Transfer Company.

H. F. KENNEY, Superintendent.

PHILADELPHIA AND ERIE RAILROAD. read will run us follows from the Pennsylvania Rail MAIL TRAIN leaves Philadelphia. ... Williamsport. .

u strives at Erie,

7°25 A. M. 7°40 P. M.

ERIE EXPRESS leaves Philadelphia ... 12 20 A. Williamsport, ..., 85) P. M ELMIRA MAIL leaves Philadelphia. 9:30 A. M Williamsnort. arrives at Lock Haven . 7 50 P. M. RASTWARD. MAIL TRAIN leaves Erie. 9 00 A. M. Williamsport. 16 05 P. M. arrives at Philadelphia 6 50 A. M. 9 00 P. M. arrives at Philadelphia, 5-30 P ELMIBA MAIL leaves Lock Haven 845 A. 3 Williamsport 225 A. M.
arrives at Philadelphia 539 P. M.
BUFFALO EXP. leaves Williamsport 1235 A. M. Subbiry 2 80 A. M. arrives at Phili delphia., 9 40 A. M.

Express, Mail, and Accommodation, east and West, connect at Corrs, and all west bound trains id Mail and Accommodation east at Irvineton with Off Creek and Allegheny biver Ralliand, WM. A. BALDWIN, General Superintendent.

WEST JERSEY RATERDADS. FALL AND WINTER ARRIANGEMEN.
COMMISSIONG MONDAY, SEPTEMBE V. 1879.
Trains will leave Philadelphia as follows: -- From

foot of Market street (upper letty),
5:15 A. M., Passenger for Bridgeton, Salein,
Swedasboro, Vinelane, affilythe, and way stations,
11 45 A. M., Woodbury Accommodation
8:15 P. M., Passenger for Cape May, Millyttle, and
way stations below Glassboro,
3:20 P. M., Passenger for Bridgeton, Salein,
Swedesboro, and way stations,
5:30 P. M., Accommodation for Woodbury, Glassboro, Clayton, and intermediate station;
Vreight Train leaves Camden duly, at 12 M.
Wil Liam J. SEWELL, Superinteratent

RAILROAD LINES

1870. FOR NEW YORK—THE CAMDEN ton Railroad Companies! lines from Philadelphia to New York and Way Places.

At 7 A. M., Mail and Accommodation, via Cam-den and Amboy, and at 3:30 P. M., Accommoda-tion, via Camden and Jersey City. At 2 and 6 P. M., for Amboy and intermediate star-tions.

At 7 A. M. and 3.80 P. M. for Freehold and Far-At 7 and 10 A. M., 12 M., 2, 8:30, and 8 P. M. for Trenton.

PAt 7 and 16 A. M., 12 M., 2, 8:30, 6, 6, 7, and 11:30 P. M. for Bordentown, Florence, Burlington Edgewater, Beverly, Delanco, Riverside, Riverton, and Palmyra.
At 7 and 10 A. M., 12 M., 5, 6, 7, and 11-90 P. M. for Fish House. The 11'80 P. M. line leaves from Market Street

Ferry (upper side).

FROM WEST PHILADELPHIA DEPOT,
At I'30 and 9-45 A. M., 1'20, 3'10, 5'20, 6'45 and 12
P. M., New York Express Lines, and at 11'80 P. M.,
Line, via Jersey City.
At 7'30 and 9-45 A. M., 1'20, 3'10, 5'30, 6'45, and 12 At 7:30 and 8:45 A. M., 1:20, 5:10, 5:30, 6:45, and 12 P. M. for Trenton.
At 9:45 A. M. 1:20, 6:45 and 13 P. M. for Bristol.
At 12 P. M. (night) for Morrisville, Tullytown, Schenck's, Eddington, Cornwells, Torresdale, Holmesburg, Junction. Tacony, Wissinoming, Bridesburg, and Frankford.
Sunday Lines leave at 9:45 A. M., 6:45 P. M., and

At 7:30 A. M., 2:30, 3:30, and 5 P. M. for Trenton and Eristol, and at 9:30 A. M. and 6 P. M. for At 7:30 A. M., 2:30, and & P. M. for Morrisville and Tullytown.

At 7 30 and 9 30 A. M., 2 30, 5, and 5 P. M. for Schenck's, Eddington, Gornwolls, Torresdale, and Holmesburg Junction.

At 7 A. M., 12:30, 5:16, and 7:30 P. M. for Bustleton, Holmesburg, and Holmesburg Junction.

At 7 and 9:30 A. M., 12:30, 2:30, 6:15, 76, and 7:30 P. M. for Tacony, Wissinoming, Bridesburg, and Frankford.

At 780 A. M. for Niagara Fails, Buffalo, Dun-kirk, Eimira, Rochester, Syracuse, Great Bend, Wilkesbarre, Schooley's Mountain, etc. At 780 A. M. and 530 P. M. for Scranton, Stroudsburg, Water Gap, Belvidere, Easton, Lam-bertville, Flemington, etc.

At & F. M. for Lambertville and intermediate stations. PROM MARKET STREET PERRY (UPPER SIDE),

VIA NEW JERSHY SOUTHEREN RAILEOAD.
At 11 A. M. for New York, Long Branch, and intermediate places. VIA CAMDEN AND BURLINGTON COUNTY BAILBOAD. At 6.45 and 11 A. M., 1, 2.30, 3.30, 6, and 6.30 P. M., and on Thursday and Saturday nights at 11.30 P. M. for Merchantsville, Moorestown, Hartford, Masonville, Hainesport, and Mount Holly.

At 6.45 A. M., 2.30 and 6.30 P. M. for Lumberton At 6 45 and 11 A.M., 8 30, 5, and 6:30 P.M. for Smith-

ville, Ewansville, Vincentown, Birmingham, and Pemberton.
At 6 46 A. M., 1 and 8 80 P. M. for Lewistown, Wrightstown, Cookstown, New Egypt, Horares-town, Cream Ridge, Imlaystown, Sharon, and Dec. 12, 1870. WM. H. GATZMER, Agent.

NORTH PENNSYLVANIA RAILROAD—
THE SHORT MIDDLE ROUTE TO THE
LEHIGH AND WYOMING VALLETS, NORTHEEN PENNSYLVANIA, SOUTHERN AND INTHRIOR NEW YORK, BUFFALO, CORRY,
ROCHESTER, THE GREAT LAKES, AND THE
BOMINION OF CANADA.
WINTER ARRANGEMENT,
Takes effect December 19, 1870.
Fiteen Daily Trains leave Passonger Depot,
corner of Berks and American streets (Sundays
excepted), as follows:—
700 A. M. (Accommodation) for Fort Washingten.

At7.35 A.M. (Express), for Bethlehem, Easton, Allentown, Mauch Chunk, Wilkesbarre, Williamsport, Mahancy City, Hazleton, Pittston, Towanda,
Waverley Elmira, and in connection with the ERIE
BAIL WAY for Buffalo, Niagara Falls, Rochester,
Cleveland, Chicago, San Francisco, and all points
to the Great West
8 26 A. M. (Accommodation) for Doylestown.
9 45 A. M. (Express) for Bethlehem, Easton, Allentown, Bauch Chunk, Williamsport, Mahanoy
City, Wilkesbarre, Pittston, Scranton, Hackettatown, Schooley's Mountain, and M. J. Central and

City, Wilkesparie, Pittston, Scranton, Hacketts-town, Schooley's Mountain, and N. J. Central and Morris and Esseg Railreads.

11 A. M. (Accommodation) for Fort Washington 1-15 and 5-20 and 8 15 P. M., for Abington, 1-45 P. M. (Express) for Bethlehem, Easten, Allentown, Mauch Chunk, Mahanoy City, Wilkas-barre, Pittston, and Hazleton. 289 P. M. (Accommodation) for Doylestown. At 820 P. M. (Bethlehem Accommodation) for Bothlehem, Easton, Allentown, and Coplay, 4:16 P. M. (Mail) for Doylestown,

5:00 P. M. for Bethlehem, Easton, Allentown, and Mauch Chunk.
8 20 P. M. (Accommodation) for Lansdale.
11 86 P. M. (Accommodation) for Fort Washing.

The Fifth and Sixth streets, Second and Third atreets, and Union Lines City Cars run to the RAINS ARRIVE IN PHILADELPHIA PROM Bethichem at 8 66, and 10:35 A. M.; 2:16, 5:36, and Doylestown at 8:25 A M., 4:40 and 6 35 P. M. Lensdele at 7:30 A. M.
Fort Washington at 9:20 and 11:20 A. M., 8:10 P. M.
Abington at 2:86, 6:66, and 9:36 P. M.
ON SUNDAYS.

ON SUNDAYS.

Philadelphia for Bothlehem at 9 39 A. M.

Philadelphia for Doylestown at 200 P. M.

Doylestown for Philadelphia at 7 A. M.

Bethlehem for Fhiladelphia at 4 00 P. M. Tickets sold and baggage checked through to principal points at Mann's North Pennsylvania Baggage Express Office, No. 105 S. Fifth street. Dec. 19, 1870. ELLIS OLARK, Agent.

THE PHILADELPHIA AND BALTIMORE CENTRAL RAILROAD.—CHANGE OF HOURS.
On and after MONDAY, October 3, 1870, trains will run as follows:—Leave Philadelphia from depot of P. W. & B. R. R., corner Broad street and Wash-For Port Deposit at 7 A. M. and 4:30 P. M.

For Oxford at 7 A. M., 4:30 P. M., and 7 P. M. For Oxford Wednesdays and Saturdays only at For Chadd's Ford and Chester Creek Railroad at 7 A. M., 10 A. M., 4 30 P. M., and 7 P. M. Wednes days and Saturdays only 2 30 P. M. days and Saturdays only 230 P. M.
Train leaving Philadelphia at 7 A. M. connects at
Port Deposit with train for Baltimore.
Trains leaving Philadelphia at 7 A. M. and 430
P. M. connect at Chadd's Ford Junction with the
Wilmington and Beading Railroad. Trains for Philadelphia leave Port Deposit at 9:28
A. M. and 4:25 P. M., on arrival of trains from Balti-

Oxford at 6-05 A. M., 10-25 A. M. and 5-20 P. M. Sundays at 5:30 P. M. only. Chaca's Fordiat 7:26 A. M., 11:58 A. M., 3:55 P. M., and 6:49 P. M. Sundays 6:49 P. M. only. Passengers are allowed to take wearing apparel only as baggage, and the company will not in any case be responsible for an amount exceeding one hundred dollars, unless special contract is made for the same.

HENRY WOOD, General Superintendent

W EST CHESTER AND PHILADELPHIA RAIL-ON AND AFTER MONDAY, October 17, 1870. ON AND AFTER MONDAY, October 17, 1819,
Trains will leave and arrive at the Depot, THIRTYFIRST and CHESNUT Streets, as follows:—
FROM PHILADELPHIA
For West Chester at 745 and 11-20 A. M., 2-30,
6-15, and 11-20 P. M. Stops at all stations.
For West Chester at 4-40 P. M. This train stops
only at stations between Media and West Chester
(Greenwood excepted)

For B. C. Junetion at 4:10 P. M. Stops at all sta-FOR PHILADELPHIA

From West Chester at 640 and 1045 A. M., 155, 445, and 655 P. M. Stops at all stations.
From West Chester at 745 A. M. This train stops only at stations between West Chester and Media (Greenwood excepted).
From R. C. Junction at 8-40 A. M. Stops at all ON SUNDAY-Leave Philadelphia at 8:30 A. M. and 2 P. M. Leave West Chester at 7:55 A. M. and W. C. WHEELER, Superintendent.

CARATAIRS & MCCALL No. 128 Walnut and 21 Granite Sts LMPOLIERES OF

WHISKY, WINE, ET C.

Brandies, Wines, Gin, Olive Oli, Bto. - WHOLKSAIN DEALERS IN BUSE MAE MHISKIES

DE BOND AND TAX PAID

Cignress Sall, BruE AND CANVAS, OF ALT Combets and brands. Tent, awaing, Truck and Wagen-over Buck. Also, Paper Blandas, turcs, brier Felts, from thirty to seventy-elymphes, with Panlins, Belling, Sall Twine, etc.

JOHN W. EVERMAN. No. 12 CHURCH Street (City Stores)